

Hongkong Daily Press.

ESTABLISHED 1857

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INTIMATION



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

Per doz. For bot.

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	\$12.00	\$1.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50	1.20
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	16.00	1.40
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00	1.50
E. EXTRASUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	27.00	2.25

B, C, & CC are excellent Dinner Wines,
D and E are After-Dinner Wines of a
very fine Vintage.
GUARANTEED SUPERIOR XERES
WINES.

The following Wines, bottled in Europe,
have been specially selected, and procured
from the celebrated firm of Messrs. G. G.
SANDERSON, Sons & Co., of London,
Oporto and Xeres:—

LIGHT DRY	\$16.50	\$1.40
SOLEIRA	24.00	2.00
VERY PALE DRY	24.00	2.00
FULL GOLDEN	27.00	2.25
PALE DRY NUTTY	30.00	2.50
FINE OLD BROWN	40.00	3.50

MADEIRA.

GOOD	\$16.50	1.40
FINE	27.00	2.25

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

[31]

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Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
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All letters for publication should be written on
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MARRIAGE.

On the 8th April, at Kobe, at the Netherlands
Consulate, Hendrik van Oort van LAUWEN-
RECHT, Netherlands Consul, to Mrs. EUGENIA
MARTINE FANTALONNARD CAMPO Y VALDES,
widow of A. VAN DER VALE, late of Manila.

On the 20th April, at Peak Hospital, Hongkong,
JAMES HENRY MACLEHOSE, aged 68 years. [1236]
On the 10th April, at Nagasaki, Captain I. A.
Koch, late Secretary of the German Consulate,
Nagasaki, aged 68 years.

The Daily Press.

HONGKONG OFFICE: 14 DES VUE ROAD CH,
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd April, 1903.

HONGKONG has not enjoyed until recently
a reputation as a health resort, but it seems
to be rapidly acquiring that reputation
among the American residents in the
Philippines. During the past two months
hundreds of American officials have taken
the trip to Hongkong to spend their
vacation leave here, and have found the
change agreeable enough to establish a
decided preference for the British Colony.
They speak in flattering terms of its
general air of prosperity, and of its ad-
ministration, as well of its climate, in con-
trast with the conditions prevailing in the
Philippines. It will be known that numbers
of American business men who have come out
to the Philippines in search of the Almighty
Dollar have already returned home dis-
appointed in their hopes and extremely
pessimistic in their views of the future of
that Islands unless the whole conception of
government speedily undergoes a radical
change. Business, according to all ac-
counts, has been at a standstill for a long
time, labour is bad and the country undevel-
oped, and the openings for the white man
in the Islands are regarded as few and far
between. "The worst of it is," says the
Manila Times "most of what is said is true."
Conditions are bad and many Americans,
"diagnosed with the way things are going
on, are leaving the islands."

But while the journal above mentioned
agrees that the causes enumerated above

doubtless account to a large extent for the
migration that has taken place, it ventures to
suggest as another factor the circumstance
that the major portion of the original
colonists were hardly the kind of men the
Islands needed. They were volunteers who
came out primarily to fight, and with no
definite resolve or preparation to settle
down to industry, so that when a period
of depression set in, and stringency
and contraction became the order of the
day, these men, not being firm and secure
in the positions they occupied, were so
affected as to find it advantageous and
expedient to move. The same may be said,
our contemporary adds, with regard to
many other Americans who came out with-
out any specific plans or occupations in
view, and totally ignorant of the conditions.
For the right kind of men, the Manila
Times declares it cannot be denied that
there are abundant opportunities, especially
in the line of manufactures. "We could
have more hat and match manufactories,
and there is also an opening for more
lumber mills, for paper mills, for wood
and cabinet work, for tanneries, for pot-
teries, and for other industries where
modern, labour-saving devices could be
brought into play. The same holds true
to a large extent of our agriculture, which
is still conducted with the methods in
"vogue two or three hundred years ago."

Apparently our contemporary seeks to get
over the labour difficulty by advocating a
more extensive use of labour-saving ma-
chinery, and ignores the demand for Chinese
labour which in the opinion of many
business men is the great immediate need.
The keynote of American rule in the Islands
has been declared to be "the Philippines for
the Filipino," and the aim of the benevolent
tutor is that the natives should govern
themselves just as do the people of Arizona
or Oklahoma. America is assumed to be
merely aiding them until experience shall
so change their racial temperament and
educate them to a proper appreciation of
republican institutions as to fit them to
receive the benefits of self-government.
That is the view taken of the matter at
Washington, but contact with the actual
conditions of life in the Philippines does
not tend to confirm the average American
in the faith that the right methods of
government are being adopted. We can,
however, rest assured that if mistakes are
being made, the day of their rectification
will come, and whatever may be said of
present conditions in the Philippines, the
eyes of the critic must not be closed to the
fact that seed sown requires time to fructify,
and no one can doubt that the educative
work which is being undertaken by the
government throughout the islands must
result in a gradual improvement of the race.

Captain Milroy of the Sailors' Home, who
was bitten by a dog some time ago and went to
Saigon for treatment on the Pasteur method, is
reported to be quite out of danger.

It is proposed to hold an O.C. Dinner at the
Hongkong Hotel on Saturday, 2nd May, at 8
p.m. Old Cheltonians, Carthusians and Clifton-
ians desirous of attending are asked to send in
their names to Mr. T. C. Gray (Hon. Sec. Chel-
tonian Society), Hongkong Club.

The Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donations to the funds
of the Hospitals:—

Canadian Pacific Railway Co. ...	\$50
Sir H. H.	25
T. W. M. G. Goodman	20
Kraus & Co.	20
Mutual Stores	20

An Imperial Ordinance has been promulgated
in Japan forbidding the counterfeiting or
alteration of real and paper currency or bank-
notes circulating in foreign countries, and
providing penalties for the offence. This
remedies a serious defect in the Japanese Code
of which advantage has more than once been
taken.

We have received a copy of the Street
Index of the City and various districts in
the Colony, which has been compiled by Mr.
Arthur Chapman, the Government Assessor
and published by authority. To insurance
agents, solicitors and all others inter-
ested in land and house property such an
index must prove of great value. Only a limited
number have been printed and having regard
to the immense amount of labour involved in
preparing such an index the \$20 charged for it
is a very reasonable figure.

Experts sent by the Philippine Government
to the island of Mindoro report that a fine
quantity of rubber equal to that from India,
and known by the natives as "dactylis," was
found to exist in large quantities. At nearly
all points visited were signs of the rubber vine,
which in size is from one-half to one inch in
diameter. It grows to a length of from forty
to sixty feet. This vine, however, is to be found
only in dry forests. The natives do not know
the real value of the vines and see them for no
other than medical purposes. They rub it on
burns, sores and wounds, and outside of its
usefulness for healing purposes, they place no
other value upon the rubber. A large quantity
of low grade gutta-percha was also found in
several places.

On the 8th inst. there were 15 steamers in
Bangkok Harbour—13 of them German.

The British Civil Service Estimates show
that the cost of the Coronation was £125,000.

From January 1st to April 15th the number
of cases of plague reported in Manila was 83 of
which 69 proved fatal.

Several decorations have been bestowed by
H.M. the Tsar, upon Japanese officials at
Nagasaki.

The Russian cruiser *Rassvetnik* is training
ship attached to the Asiatic Squadron, called
at Manila on the 16th inst. for water and coal.

Several soldiers in the fighting column which
is conducting operations against the Moros
have been stricken down with cholera.

Administrative reforms now in progress in
Japan have resulted in the dismissal of more
than 1,000 of the officials of the Department of
Communications. The represents a decrease
in expenditure of 21,000 yen yearly.

The Norddeutscher Lloyd is making an effort
to secure for their coasting steamers doctors
with European or British colonial diplomas.
This is the outcome of the recent prosecutions
at Singapore, where the authorities declined to
recognise Japanese or American medicals as
qualified.

We notice in the latest Japan papers that the
Governor-General of Formosa reported at the
beginning of the month that 208 cases of
hulonic plague had been reported in the Island
since 1st January. It is added in the Governor-
General's report that the epidemic threatens to
spread in the Island.

The stamp duty, recently instituted in Chihli
by Viceroy Yuan Shih-kai, is very unpopular.
All the proclamations, that were posted in
Peking about that duty, were torn down by the
enraged inhabitants. The duty was also
strongly opposed by the inhabitants of Pao-
tingfu, where the shopkeepers struck for three
days as the direct result of its introduction into
that city. In consequence of this, many
censors have memorialised the Throne to order
Viceroy Yuan Shih-kai to cancel the unpopular
taxation at once, lest its continuance should
bring about trouble.

THE PLAGUE EPIDEMIC.

No less than 21 cases of plague were notified
during the 24 hours ended at noon yesterday,
these bringing the year's total up to the figure
of 229. Sixteen of the cases were fatal, with the
exception of one Indian all the cases were
Chinese. Three bodies were found dumped—in
Wanchai Road, Albany Street and Li Sing
Street respectively.

FRENCH ADMIRAL IN HONGKONG.

Vice-Admiral Marechal, who arrived on Sun-
day on the flagship *Montcalm*, came ashore
yesterday at 12.45 and visited His Excellency the
Governor. The Admiral landed at Blake Pier,
where he was received by a guard of honour of
the Sherwood Foresters and the regimental
band. He saluted the Foresters' colours in
passing. H.M.S. *Abdon* fired a salute as the
Admiral neared Blake Pier.

LICENSING COURT.

A meeting of Justices of the Peace was held
yesterday afternoon at the Magistrate's
court for an application from Frank Francis for
the transfer of his publican's licence for
Thomas's Hotel to Ardeshir Behramjee Kharras.
Mr. F. A. Hazeland presided, and there were
also present Messrs. J. H. Kemp, R. H. Craig,
H. E. Pollock, K.C., and C. D. Melbourne.
Mr. J. Hastings appeared for the applicant.
There were no police objections, and the
application was granted unanimously.

V.R.C. SMOKING CONCERT.

On Saturday the 2nd of May a smoking
concert will be held at the Victoria Recreation
Club at Kowloon on the occasion of the
inauguration of the new Gymnasium. The
Hon. Secretary, Mr. Frank White, has secured
the services of a number of local artists of
repute and the concert should prove a most
successful affair. A special late lunch will be
run by the Star Ferry Company at 12.15 on
Sunday morning for the convenience of visitors
from the Hongkong side. Further particulars
regarding the concert will be advertised in due
course.

DEATH OF MR. J. H. MACLEHOSE.

We regret to have to record the death of
Mr. J. H. Maclehoase, which took place at the
Peak Hospital on Monday night. The
deceased gentleman was a well-known figure
in the Colony and was as highly respected and
liked as he was well-known. He was the first
European born in the Colony after Hongkong
was annexed by Great Britain so that by his
death we lose the oldest resident. His parents
came from Australia to Hongkong. When his
father died the late Mr. Maclehoase as a boy was
taken to England to be educated and later on he
returned to the Colony and took an engagement
with Messrs. R. S. Walker & Co. When that
house failed he joined Messrs. MacEwan,
Frickel & Co., a connection which was main-
tained till about a year ago and was only ter-
minated by Mr. Maclehoase's failing health.
Till the end he retained his cheerfulness of
disposition. His loss will be sincerely regretted
by his many friends and acquaintances. The
funeral took place yesterday at Happy Valley
and was attended by a great number of well-
known residents.

TELEGRAMS.

REUTER'S SERVICE.

THE INSURRECTION IN MOROCCO.

LONDON, 19th April.
The Moorish Pretender is advancing on Fez
and is confident of triumph: it is his intention
to proclaim himself Sultan and demand the
recognition of the Powers.

THE NEAR EAST.

LONDON, 19th April.
Russia and Austria have again warned Bul-
garia against encouraging the Macedonian
movement.

THE "REINA CRISTINA."

LONDON, 19th April.
The Spanish Government has decided to
bring the skeletons from the *Reina Cristina* to
Spain.

THE AMERICAN CABLE TO THE PHILIPPINES.

LONDON, 19th April.
The United States have consented to the
landing at Guam of the Dutch-German Cable
from the Cables and Poles connecting with
the projected American Cable to the Philip-
pines.

THE NEAR EAST.

LONDON, 19th April.
The Austrian and Russian Ambassadors
have adopted the unprecedented course of
demanding a joint audience of the Sultan
to strongly urge the necessity of pacifying
Albania.

A DANGER TO SHIPPING.

Captain J. W. Robertson of the British India
Steam Navigation Co.'s s.s. *Iola*, which arrived
here yesterday from Moji, reports that at 3
p.m. on the 20th they passed what appeared to
be a large junk bottom up, dangerous to ship-
ping. The position of the wreck was Lat.
22° 39' N, Long. 116° 14' E; Kupeli Point N 42
deg. W. mag. 13½ miles. There seemed to be
very little current either way. The *Iola* left
Moji on the 15th; she is vessel of 3,362 tons
and is loaded with coal consigned to Messrs.
Jardine, Matheson & Co.

WEATHER REPORT.

The Hongkong Observatory issued yesterday
the following report:—
The barometer has risen considerably over
the E. coast of China, fallen quickly over
Japan.

The depression passed near Shanghai yester-
day afternoon moving Eastwards, and it has
now reached the W. coast of Japan.

The wind will freshen from NE. in the
Formosa Channel and along the S. coast of
China during the next 24 hours.

Forecast:—S. winds changing to NE. and
freshening; squally, showery.

THE "BRITISH CONSUL" AT HONGKONG.

A French journal referred not long ago to
the English Consul at London, and a local
paper to the Portuguese Consul at Macao.
Now an English weekly makes mention of the
British Consul at Hongkong. In an article
dealing with the duties of our Consuls, *Answers*
relates the following story:—
"A heavy shipment of tinned meats and jams
was recently sent from England to Hongkong.
To the management of the senders, nearly the
whole cargo was rejected and sent back. The
goods were examined and found perfectly sound
and in excellent condition. The Consul was
therefore communicated with, and from him it
was learned that the rule among Chinese mer-
chants is to open every case, remove the
wrappers, and examine the outside of the tins.
The slightest blemish to the label involves the
final rejection of the tin."

Had *Answers* said the "Scotch Consul," one
could have understood.

OUTBREAKS OF FIRE.

No less than three fires were reported yester-
day morning by the police. The first occurred
about 9 p.m. on Monday in a house at No.
57, Wellington Street. It was caused by the
upsetting of a lighted lamp, and extinguished
by the inmates and police before much damage
was done.

The second broke out about one o'clock yester-
day morning in a medicine shop on the first floor
of No. 12, Fat Hing Street, in the Central
district. It spread to the ground and second
floors and to the adjoining house, No. 11,
whence the flames were communicated to one
floor of No. 13. Nos. 11 and 12 were badly
damaged, but No. 13 suffered only slightly.
The Fire Brigade attended under Mr. P. T. J.
Woodhouse, Assistant Superintendent of
Police. The premises were partly insured, but
the amount of the damage is unknown.

The third fire had its location in an eating-
house at the far end of Queen's Road West.
The alarm was given about half-past eight yester-
day morning, but the flames were extinguished
without difficulty, and the damage does not
amount to much.

Yesterday an outbreak started in the engine
and store rooms of the steamer *Hyades*, lying
in Kowloon Dock. The crew and some of the
Dock European staff extinguished the flames,
which destroyed all the woodwork in the store
room. The damage in this case also was trifling.

POLLARD'S LILLIPUTIANS AT THE THEATRE ROYAL.

FAREWELL APPEARANCE.

Pollard's Lilliputian Opera Company made
their farewell appearance at the Theatre Royal
last night and got such an ovation as will not
soon fade from their memories. During their
season in Hongkong the Company have won all
hearts. They leave us to go on an extended tour on
the other side of the Pacific, calling at Shanghai
on the way, and before we shall have the pleasure
of seeing them again in our midst to gladden
the life of the Colony the little people will have
traversed many thousands of miles of country
and visited some of the leading cities of America.
Among the places at which engagements have
been booked is Dawson City; it "sounds"
chilly, but the Lilliputians will be there about
July, when that El Dorado boasts as hot a sun
almost as one can experience within the tropics.
Needless to say, the Lilliputians when they
return will be as warmly welcomed as they have
been on previous occasions, and during their
absence we will console ourselves with the
remembrance of the amusement and instruction
they afforded us when we last met.

Appropriately enough, the piece chosen for
the finale of the season was Weber and Felde's
romantic farce *Poussie Caffé*. It had not been
produced previously in Hongkong, but its fame
had preceded it, and it was not surprising
therefore that a bumper house assembled to do
the farewell honours to our juvenile entertainers.
Poussie Caffé is a wonderfully funny piece. Its
banalities are suited more to the less matured
of theatre-goers but as produced by the Lilliputians
it kept the house in merriment till
the end and sent them laughing home-
wards. Miss Daphne Pollard never got a
warmer reception than her quaint appear-
ance as one of the "dead-beats" evoked;
while the others of the "dead-beat" trio, Jack
Pollard and Willis Thomas, let not a chance
of making a point escape them. Miss Alice
Pollard and Miss Ivy Trott also shone to much
advantage in their respective rôles. Miss Lillie
Moore sang very nicely "The Doll Song" and
"Molly Shannon." Fred Pollard had a
lot of vocal work to do and did it splendidly;
his songs were "Under the Bamboo Tree,"
"Kiss of Killarney," "The Kiss-kiss Sixty,"
and "Flirtation." Oscar Helms made a hit in
the comic ditty "Mr. Dooley," as also did Miss
Ivy Trott with her song "Rip Van Winkle
was a Lucky Man." Little Myrtle Pollard
gave a Spanish dance in a manner that roused
the house to unalloyed applause. The curtain's
final drop was marked by a scene of enthusiasm
among the audience, who made the building
ring with their plaudits.

The Company leave to-day for Shanghai on
the *Empress of India*.

THE YOKOHAMA SPECIE BANK, LD.

The forty-sixth report of the above Bank
which was presented to the shareholders at
their half-yearly ordinary general meeting at
Yokohama on the 10th ult. was as follows:—
Gentlemen:—The directors submit to you
the annexed statement of the liabilities and
assets of the Bank, and profit and loss account
for the half-year, ending December 31st 1902.
The gross profits of the past half-year, in-
cluding \$5,073,265 yen brought forward from
last accounts, amount to \$33,448,955 yen, of
which 4,377,594.884 yen have been deducted for
current expenses, interest, &c., leaving a
balance of 1,935,652.071 yen.

The directors now propose that 150,000,000
yen be added to the reserve fund, raising
it to 9,060,000,000 yen, and that 200,000 yen
be put aside as special reserve to provide for
the depreciation of the silver funds. From the re-
mainder the directors recommend dividend at
the rate of twelve per cent. per annum, which
will absorb 720,000,000 yen, or old shares and
360,000,000 yen on new shares, making a total
of 1,080,000,000 yen.

The balance, 505,652.071 yen will be carried
forward to the credit of next account.

NAGATAKE SOMA,
Chairman.

WRECK OF A BARKENTINE.

The Manila papers report that the Norwegian
barkentine *Prince George* was wrecked on the
south coast of the Island of Basilan on April 8.
Her crew, numbering ten men, were drifted in a
small boat for three days, before being picked
up by the Coast Guard cutter *Tabas* on her
way from Jolo to Zamboanga where they were
landed.

The *Prince George* was a vessel of 499 tons
built in Sunderland in 1895. Her owners are
in Christians, Norway. When the ship was
wrecked she was on her way from London to
China with a cargo of pitch, having sailed from
London on May 22 last, according to the despatch
received in the Custom House, which
would make her voyage from Europe to the
Philippines one of nearly eleven months' dura-
tion. If she came direct this would be a very
slow record, but of course it is not known how
often she put into various ports en route or
how long she was delayed.

The ten men comprised the entire crew of the
ill-fated ship and they are reported as suffering
from beri-beri. They are also without funds
and the captain has asked for permission to sell
the small boat in which they were picked up to
raise a little money for food.

LATEST STEAMER MOVEMENTS.

The silk ex the C.P.E. steamer *Albatross*,
arrived in New York on the 19th inst.
The Indo-China steamer *Lingling* left Calcutta
for this port via the Straits on the 19th inst.,
and may be expected here on the 5th prox.
The *Shire* line steamer *Denishjager* left
Singapore on the 20th inst. p.m. for this port,
and is expected here on the 27th inst.

THE PANAMA CANAL.

TO BE RUN BY NEGROES.

René Bache has had an interview for a
Manila contemporary with a high Government
authority interested in the Panama Canal. The
official said:—"The task may require as much as
ten years for its completion. It depends largely
upon the health of the labourers employed.
An epidemic of hubeonic plague or cholera
might put us back a good deal."

"Such a misfortune is exactly what we shall
take most pains to avoid, however. We shall
control everything on the strip, which will be
in future, to all intents and purposes, a part
of the United States; and our first care will be to
fix matters as we want them in a sanitary way.
We shall clean up things just as we did in
Cuba, establishing proper drainage, insuring
plentiful supplies of pure water and make
cleanliness compulsory in the towns along the
route of the canal. The French company has a
fine hospital that cost over a million dollars
which will be transferred to us with the rest of
its property."

"We shall employ about 30,000 workmen on
the canal as soon as we get things fairly started,
and the army of labourers will be drawn mainly
from Jamaica and other West Indian islands.
It has been urged that we might utilize a few
thousands of our Southern negroes on the job,
but such a plan would not be likely to work
satisfactorily. Coloured folk from the cotton
States might suffer from the climate of the
tropics and they are not accustomed to live as
cheaply and simply as the darkies of the West
Indies."

"Probably the work will be given out to con-
tractors who will hire the requisite workmen at
50 or 60 cents a day, which is about what labour
is worth in that part of the world. The con-
tractors will give bonds to the island govern-
ments to care for the negroes, properly and
return them at the end of a specified time. The
labourers will be fetched to the port of Colon
by steamers, disembarked and assigned in gangs,
under guard-booses, to various points along the
line of the canal. Work will be carried on in
all parts of the ditch simultaneously in order to
bring the enterprise to completion as quickly
as possible."

"It should be realised that the problem
presented by the Panama Canal, is altogether
different from that which would have demanded
solution in Nicaragua. If the latter route had
been chosen, the work would have had to begin
with the clearing away of forests and the grab-
bing of stamps—in short, the opening of a
virgin tract of country, with a multitude of
difficulties to be overcome as a preliminary to
the excavation of the ditch. At Panama, on
the other hand, everything is cleared up; the
canal is already half dug—accurately speaking
about 30 per cent. of the necessary digging has
been accomplished and we have only to take up
the task where the French people have left off."

"We are thus engaged to start at once and
without the long delay which would have been
unavoidable in Nicaragua. Even the machi-
nery and other apparatus—much of it, at all
events—is on hand. As yet it is impossible to
say what the machinery is worth; our experts
did not take it into account in their estimate of
the value of the French company's property
and all of it will have to be overhauled and
examined. A great deal of it is antiquated,
undoubtedly, but much of it is good stuff."

"There are a great many locomotives, nearly
all of them brand new—I think not less than
forty-five or fifty—which are valuable assets and
represent a lot of money. Then there is a great
number of machines, such as steam shovels and
dredges, for excavating and carriers for remov-
ing earth. There are thousands of dump cars
and miles on miles of portable railway tracks,
which can be picked up from one place and laid
down off hand in another."

"Xerxes' once employed a million soldiers in
the making of a canal but those were days when
digging was done by hand with spade and
pickaxe. In these modern times such work is
accomplished by machinery. Steam shovels
pick up the earth, which is conveyed by trolley
carriers to cars and transported with the help
of locomotives to convenient places where it is
dumped. Where rock has to be removed
blasting is done, of course, but fortunately there
is very little rock to be excavated along the
Panama route."

"Necessarily a great deal of expensive
machinery will have to be purchased. Much of
the apparatus now on hand must go to the
dump heap to be replaced with the newest and
most up-to-date machines. With American
energy and unlimited funds behind the
enterprise the digging of the canal will be
carried forward with great rapidity. It is even
now in progress in a sort of fashion about
150 feet below the surface of the French
company being engaged on the work."

"The estimated cost of completing the ditch
is \$111,000,000. It will be forty-seven miles in
length though the isthmus is only forty miles
wide, the route traversed being far from
straight. The bottom width of the canal will
be 150 feet, its width at the top varying with
formation. Where it passes through rock, of
course, its sides will be steeper than where the
banks are of earth. The depth to the water
will be 35 feet throughout so as to allow for the
passage of the largest freight steamers, and
there will be five thin locks built of solid
masonry."

SHIPPING.

ARRIVALS.

April 20, CHOWAI, German str., 1,115, H. Tetter, Bangkok 11th April, Rice and Timber, N. D. LLOYD.
 April 21, CLARA JENSEN, German str., 1,004, J. Bendixen, Chinkiang 16th April, Ground Nuts—ORDER.
 April 21, DAGMAR, Norwegian str., 383, A. Salvesen, Quinhon 18th April, Rice and General—EAST ASIATIC TRADING CO.
 April 21, FOMOSA, British str., 690, J. W. Evans, Swatow 20th April, General—DUNLOP & LARSEN & CO.
 April 21, IROHA, British str., 3,562, J. W. Robertson, Moji 15th April, Coal—JARDINE, MATHESON & CO.
 April 21, KAIJANG, British str., from Canton.
 April 21, KWANGTAN, Chinese str., from Canton.
 April 21, LARON, Norwegian str., 949, Jensen, Chinkiang 16th April, General—CHIT-SEN.
 April 21, MONTEREY, U.S. monitor, from Canton.
 April 21, YAWATA MARU, Japanese str., 2,306, A. E. Moses, Nagasaki 24th April, General—NIPPON YUSEN KAISHA.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 21st April.
 Anping Maru, Japanese str., for Swatow.
 Anping, Chinese str., for Shanghai.
 Cheungchow, British str., for Amoy.
 Hiroshima Maru, Japanese str., for Singapore.
 Holstein, German str., for Jesselton.
 Hongkong, British str., for Shanghai.
 Kaga Maru, Japanese str., for Shanghai.
 Marubeni, German str., for Yokohama.
 Nanyang, British str., for Singapore.
 Nanyang, German str., for Swatow.
 Peking, British str., for Singapore.
 Peking, German str., for Swatow.
 Richmond Castle, British str., for Manila.
 Taiwan, British str., for Manila.
 Thea, Norwegian str., for Chetco.

DEPARTURES.

21st April.
 ANPING, Chinese str., for Shanghai.
 ANPING, German str., for Hsinghong.
 ANPING, British str., for Amoy.
 CHEUNGCHOW, British str., for Amoy.
 CLARA JENSEN, German str., for Canton.
 HIROSHIMA MARU, Japanese str., for Bombay.
 HOLSTEIN, German str., for Jesselton.
 KA MARU, Japanese str., for Seattle.
 KWANGTAN, Chinese str., for Canton.
 LARON, Norwegian str., for Canton.
 MARUBENI, German str., for Yokohama.
 NANYANG, British str., for Calcutta.
 NANYANG, German str., for Swatow.
 Peking, British str., for London.
 PHIA CHOM KHAO, German str., for Bangkok.
 PINGSU, British str., for Manila.
 RICHMOND CASTLE, British str., for Manila.
 SKULD, Norwegian str., for Bangkok.
 TAIWAN, British str., for Australia.

VESSELS IN DOCK.

20th April.
 ABERDEEN DOCK.—Indrauli.
 KOWLOON DOCK.—Compania de Filipinas, Hades, Montana, Hae, H.I.G.M.S. Jaguar, Canton River, Kwong Lai, Tonkin, Cosmopolitan Dock.—Fathson, H.M.S. Otter, H.M.S. Janus.

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
 "YUENSANG,"
 Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 24th inst., at 4 P.M. This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 20th April, 1903. [1224]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "GREGORY APCAR,"
 Captain J. G. O'Brien, will be despatched for the above ports on SATURDAY, the 25th inst., at Noon.

For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents.
 Hongkong, 18th April, 1903. [1189]

FOR CHEMULPO, DALNY AND/OR PORT ARTHUR.
 (Calling at SHANGHAI.)

THE Steamship

"SULLBERG,"
 Captain Meyer, will be despatched for the above ports on WEDNESDAY, the 24th inst., at DAYLIGHT.

For Freight or Passage, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 21st April, 1903. [1230]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AMERICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"
 Captain Berberovich, will be despatched as above on SATURDAY, the 2nd May, P.M.
 For information as to Passage and Freight apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 17th April, 1903. [1208]

REGULAR

STEAMSHIP SERVICE TO NEW YORK
 VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.
 "RICHMOND CASTLE" About 20th April.
 "AFRIDI" 5th May.
 "SAGAMI" 23rd May.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 6th April, 1903. [884-922]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd April, the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that port on or about the 2nd May, direct to Suez Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Wednesday, the 22nd April. Specie and Parcels received until 4 P.M. on the same day. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th April, 1903. [12]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship
 "YAWATA MARU,"
 3,600 Tons, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 24th inst., at 4 P.M.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried.

For Freight or Passage, apply to
 A. S. MIHARA, Manager.

Hongkong, 15th April, 1903. [1173]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT,"
 Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 25th APRIL, at Noon, taking passengers and cargo for the above ports.

Sp' and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to
 E. A. HEWETT, Superintendent.

Hongkong, 19th April, 1903. [1]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

THE Steamship

"CHINGWU,"
 Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th inst., at Noon.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 6th April, 1903. [1066]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

THE "Shire" Line Steamship

"PEMBROKESHIRE,"
 will be despatched on or about FRIDAY, the 15th May.

The American Asiatic Steamship Company's "NORMAN ISLES" will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to
 SHEWAN, TOMES & CO., Agents.

Hongkong, 17th April, 1903. [1187]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 9th January, 1903. [290]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAFE PORTS every fortnight.

For Freight and further particulars, apply to
 DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897. [8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO ISLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,899	W. E. Craven	April 24, 1903
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, 1903
"INDRAPURIA"	5,197	A. P. Craven	June 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th April, 1903. [14]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW	"DALIN MARU"	SUNDAY, 26th April
TAMSUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 3rd May
FOOCHOW VIA SWATOW	"ANPING MARU"	WEDNESDAY, 22nd April
ANPING VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 29th April

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 21st April, 1903. T. ARIMA, Manager [15]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMER	DESTINATIONS	SAILING DATES
SAMBIA	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Penang)	On 23rd April. Freight.
SERBIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 5th May. Freight.
SAXONIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 19th May. Freight.
NUBIA	NEW YORK, via PORTS	On 30th May. Freight.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 2nd June. Freight.
STRASSBURG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 16th June. Freight & Passengers
STEVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 30th June. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2,540	R. W. Almond	Manila Direct.	Sat., 25th Apr., 10 A.M.
ZAFIRO	2,540	R. Rodger	Manila Direct.	Sat., 2nd May, 10 A.M.
PERLA	1,980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 20th April, 1903. [17]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAGAWA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 22nd Apr. at NOON.
H. Fraser	KOBE and YOKOHAMA	FRIDAY, 24th Apr. at DAYLIGHT.
SATO MARU	SYDNEY and MELBOURNE via MANILA THURSDAY ISLAND, TOWNVILLE, BRISBANE, MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 24th Apr. at 4 P.M.
YAWATA MARU	SYDNEY and MELBOURNE via MANILA THURSDAY ISLAND, TOWNVILLE, BRISBANE, MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 2nd May. at DAYLIGHT.
HITACHI MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 5th May. at 4 P.M.
RIOJIN MARU	KOBE and YOKOHAMA	FRIDAY, 8th May. at DAYLIGHT.
KAWACHI MARU	KOBE and YOKOHAMA	at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager. [19]

TOYO KISEN KAISHA

MANILA LINE.

LARGEST AND FASTEST STEAMERS ON THE ROUTE. EXCELLENT ACCOMMODATION. CUISINE UNRIVALLED. UNRIVALLED SPEED. FITTED THROUGHOUT WITH ELECTRIC LIGHT. DOCTOR AND STEWARDESSE CARRIED.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	N. Tate	3876	Wednesday, 22nd April, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3869	Wednesday, 29th April, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

Hongkong, 20th April, 1903. [478]

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 18 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

1903

R.M.S.	Tons	WEDNESDAY, 22nd April
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 22nd April
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 29th April
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 6th May
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 13th May
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 20th May
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 27th May
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 3rd June
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 10th June
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 17th June
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 24th June
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 1st July
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 8th July
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 15th July
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 22nd July
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 29th July
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 5th Aug.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 12th Aug.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 19th Aug.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" (14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

